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A. S. WATSON & CO.  
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HONGKONG.

[25]

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## ACKNOWLEDGEMENT.

Mr. C. E. HANCE, Mr. J. H. R. HANCOCK, and Miss HANCE, return thanks for the many kind expressions of sympathy from friends, in their recent bereavement.

[833]

HONGKONG OFFICE: 10A, DES VOSSE ROAD  
LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, JUNE 16TH, 1911.

By order of the Inspector-General of the Maritime Customs of China a special report on the Soya Bean Trade of Manchuria has just been published as one of the "Special Series" of reports issued from time to time by the Customs Department. The Statistical Secretary in his Report on the Foreign Trade of China for 1909 referred to the soya bean as having taken at a bound a position equal to that of tea in the list of exports, and, with the addition of bean cake, even challenging the position of silk.

at the top of the list. This circumstance has called for some inquiry into the history and present position of the trade, and the task of supplying that want has been undertaken by Mr. NORMAN SHAW, who has written a very lengthy report in which he supplies some particulars of the bean considered agriculturally, states its uses in consumption, and gives the history of the commercial dealings in the article for the last fifty years. It will probably be a surprise to many readers to learn that the cultivation of the bean has so long a history, but Mr. SHAW tells us in his Report that the date of the introduction of the bean into Manchuria is so remote

that it cannot be traced; "the probability is

that it came North from the central provinces of China many centuries ago." Mr. SHAW deals in his Report with the many varieties of the bean, the plant, the soil and climate, cultivation, soil infestation, yield, the uses of the bean, both in the Far East and in Europe, the bean oil and cake industry in Manchuria, the development of the trade, and the beginnings of the European trade. In the Appendix to the Report there are statistical tables showing the production and export, while there are illustrations, some of them in colours, showing the varieties of beans and the ancient and modern machinery for crushing. In the course of the Report it is mentioned that when the first British Consul at Newchwang, Mr. MEADOWS, took up his residence there in 1861, he found the bean trade an ancient and flourishing institution. Yingtsu—the new Newchwang—had been since 1835 a growing port of shipment for the great coastal trade in beans and beancake on which Manchuria's prosperity has always depended. River junks capable of carrying 40 tons of grain and drawing four feet, brought the beans down the Liao and loaded them into the great sea-going junks, which, with cargoes of 100 tons or more, set sail for the coast ports of the southern provinces. The sugar plantations in these sub-tropical regions had for centuries drawn upon the northern beancake for fertilising, and beans were needed also for the southern mills, where their oil was extracted and used as a substitute for ground-nut oil. Mr. SHAW mentions that the earliest available returns for Swatow—those for 1860—show that 379,000 piculs of beancake, valued at \$783,762, and 61,154 piculs of beans valued at \$107,235 were imported. By 1864, when the first port tables for Swatow were published, the import of beancake had increased to slightly over a million piculs, of which half came from Newchwang, nearly half from Chefoo, and a small amount from the Yangtze ports. It was not until 1908 that any idea of extending this trade to Europe manifested itself. In November of that year Messrs. MITSUI &amp; CO. made a trial shipment to England with results so satisfactory that during the season 400,000 tons were exported, almost all to England. Messrs. LEVER BROS. of Port Sunlight, were the first soap manufacturers to use bean oil on an extensive scale, and were followed shortly by others, so that the demand increased to such an extent that for the 1909-10 season, fifty steamers were chartered to load beans at Dairen and Vladivostock, 300,000 tons, worth £2,000,000, being contracted for in December alone. Mr. SHAW considers it probable that this development will continue, though possibly not with such great strides. "The eager competition to secure beans in Europe shows no signs of slackening; and the North American continent appears to be about to enter the field as a consumer, for a large shipment of beancake has just been sent to Seattle, and there appears to be a very good opening for the product on the Pacific coast, where the heavy railway freights from the East have caused dairymen and feeders to look round for a cheaper feed than that which comes across the Rockies. With freight from Dairen to Seattle at only (gold) \$4 per ton a good market should be developed. Soya beans are being grown in British West Africa, and experimental planting is carried on in practically every British colony; but it seems doubtful whether such experiments can meet with success in competition with the Manchurian product, which is raised under ideal climatic conditions and by the cheapest possible labour. The general impression prevailing seems to be, therefore, that the bean trade has a good future before it; that the time of stress through which it is passing will not last much longer, and that business will settle down when once normal conditions have been restored."

Manila now has 526 m<sup>2</sup> or cars running within its limits.

The Postal Department of Hongkong goes into the new offices on Saturday and Sunday.

The plague cases for the season now total 132. Seven fresh cases were reported yesterday.

According to the latest Singapore papers the deaths from malaria there are averaging twenty per day.

Two men were brought before Mr. Wood at the Magistracy yesterday charged with detaining a boy. The boy was reported missing and was found in the house occupied by the two defendants. The case was adjourned.

We are informed that the winner of the Coronation Prize Poem Competition at Queen's College is Mr. H. L. O. Garrett. The runner-up, or in the language of the adjudicator, "proximus accessit," is Mr. B. James. We understand that both poems will be published in the forthcoming Coronation Number of the *Yellow Dragon*, and we await its appearance with some feeling of curiosity.

## TELEGRAMS.

[Protected by the Telegraph Message  
Copyright Ordinance, 1894.]

## ["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE KWANGTUNG RAILWAYS.

PEKING, June 15th.

In consequence of the growing opposition in Canton to the Government's railway nationalisation policy, it is expected that Tuan Fang's departure will be deferred until some satisfactory method of dealing with the situation in Kwangtung has been devised.

[FROM THE "CHUNG NGOI SAN PO."]

## THE VICEROY'S SUGGESTION.

PEKING, June 15th.

The Viceroy of Canton has wired to the Throne advising that if the Government insist upon taking over the railways, the shareholders should be refunded the money they have invested.

## H. E. LIANG.

PEKING, June 15th.

Liang Tung Yin, the newly-appointed President of the Board of Foreign Affairs, has wired to the Throne from America stating that he will return to China next month.

[KHUTRE'S SERVICE TO THE "HONGKONG DAILY PRESS".]

## INTERNATIONAL SEAMEN'S STRIKE.

## THE STRIKE COMMENCING.

LONDON, June 15th.

The Union-Castle and Royal Mail crews at Southampton are demanding increased wages before signing on.

Six hundred Liverpool men have refused to sign on.

The signal for a general strike has not yet been given.

It is stated that 150,000 men will be affected.

The shipowners at Liverpool have consented to receive a deputation from the men to discuss the wages question.

LATER.

The seamen's strike was proclaimed in many British ports yesterday evening.

Mr. Havelock Wilson, M.P., says it will be confined to the United Kingdom, Belgium and Holland.

It is expected that some days will elapse before the strike is at its maximum, as the men have been ordered not to break outstanding engagements.

## OPIUM SUPPRESSION IN CHINA.

## SIR ALEXANDER HOSIE'S REPORT.

LONDON, June 15th.

The Foreign Office publishes reports by Sir Alexander Hosie, British Commercial Attaché, who is on a tour of inspection in the opium growing districts of China, regarding his recent investigations into the cultivation of the poppy. He is satisfied that it has been suppressed in Szechuan and reduced by 75 per cent. in Yunnan.

## TURKEY AND ALBANIA.

LONDON, June 15th.

A message from Constantinople states that an official communiqué grants ten days to the insurgent leader, Malissoiris, of Albania, to submit and surrender his arms.

An amnesty will be granted if he obeys, and the Sultan will grant ten thousand pounds from the Turkish Exchequer to reconstruct houses destroyed in the military operations.

## CORONATION CONGRATULATIONS.

## THE COLONY'S LOYAL ADDRESS TO THE KING.

A meeting of the Executive and Legislative Councils, and of the Judges of the Colony, was held in the Council Chamber yesterday afternoon. There were present:

His Excellency the Governor, Sir Frederick John D'Albret LUGARD, K.C.M.G., C.B., D.S.O.

His Excellency Major-General C. A. Anderson, C.B. (General Officer Commanding the Troops).

His Honour Sir Francis T. PIGOTT (Chief Justice).

Hon. Mr. W. D. BARNE (Colonial Secretary).

Hon. Mr. C. G. ALABASTER (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Dr. J. M. ATKINSON (Principal Civil Medical Officer).

Hon. Mr. E. A. HEWETT.

His Honour Mr. H. H. J. GOMPERTZ (Police Judge).

Hon. Mr. A. W. BREWIN (Registrar-General).

Hon. Captain F. W. LYONS (Captain-Superintendent of Police).

Hon. Dr. HO KAI, M.B., C.M.G.

Hon. Mr. WEI YUE, C.M.G.

Hon. Mr. H. E. POLLACK, K.C.

Hon. Mr. C. MONTAGUE EDE.

Hon. Mr. C. H. LOSS.

Mr. CLEMENTI (Clerk of Councils).

His Excellency—Gentlemen, the Executive and Legislative Councils assemble this afternoon in order to approve of the draft Address which we propose to send on the date of the Coronation of Their Majesties as the loyal address of this Colony. The resolution we propose reads as follows:

The Executive and Legislative Councils of Hongkong, and the Judges of Hongkong, on behalf of Your Majesty's subjects in the Colony, beg most humbly to offer their loyal and respectful congratulations to you on the occasion of the Coronation of Your Majesty as King and Emperor, and of Her Majesty Queen Mary. We pray that the event which is celebrated to-day may inaugurate a long and glorious reign for Your Majesties and an era of happiness, prosperity and honourable peace for Your Majesty's Kingdom and Empire.

At Shanghai, we learn from the *N.C. Daily News*, arrangements are proceeding apace for the entertainment of the 250 sailors from the various war vessels on the occasion of the Coronation of Their Majesties. The management of the Palace Hotel, where the sailors are to be entertained to luncheon, dinner, and breakfast, have arranged a beautifully designed menu card for the dinner, which should serve as an interesting souvenir of the occasion. The front-piece bears a striking photograph of King George, surmounted by a crown, and encircling it are the shamrock, rose, and thistle. At the sides of the picture are painted the Union Jack and the flags of Australia and South Africa, whilst immediately below is the royal coat of arms depicting a very pretty picture. The card on the outside bears the following inscription:—Coronation of King George and Queen Mary, Shanghai, June 22, 1911. On the inside page, opposite the menu, are the words "God bless Their Majesties," whilst at the back there is printed:—Dinner to naval detachments taking part in the celebration of the Coronation at Shanghai. God save the King.

and important Chinese community, who participate fully in our sentiments, are joining most heartily in all our rejoicings and in wishing Their Majesties a long, happy and glorious reign.

His Honour the CHIEF JUSTICE—Your Excellency.—On behalf of His Majesty's Judges I have to thank your Excellency for giving us this opportunity of joining with the Councils of this Colony in presenting this loyal address to His Majesty.

His Excellency—Gentlemen, I move the resolution which stands in my name and which I have read to the Council. I shall have great pleasure in confirming by letter the telegram which is to be sent on the 22nd June, and in transmitting to His Majesty the loyal speeches which have been made by the senior unofficial member of the Executive, Council and the Legislative Council. The words which have fallen from both of them I am sure will be endorsed most heartily and cordially by every member of this community. We all look forward with well-based anticipation to the reign of His Majesty King George the Fifth being glorious in the annals of our country.

There is no more loyal community, I am convinced, in the whole of the British Empire than this Colony of Hongkong. We are making every preparation to celebrate the glorious event of the Coronation fittingly in this Colony, and the celebrations which we propose to carry out on that day will not be merely outward manifestations, but will convey the heartfelt loyalty of all the sections of this community to the throne which unites the Empire in a common bond.

His Excellency then put the resolution, which was carried unanimously.

Council then adjourned.

## CORONATION CELEBRATIONS FUND.

Previously acknowledged 559,153.04  
The Java China Japan Liju 250  
A. W. Van Andel 10  
P. Stayberger 10  
G. H. Van Den Pol 10

## THE CORONATION CELEBRATIONS AT SHANGHAI.

At Shanghai, we learn from the *N.C. Daily News*, arrangements are proceeding apace for the entertainment of the 250 sailors from the various war vessels on the occasion of the Coronation of Their Majesties. The management of the Palace Hotel, where the sailors are to be entertained to luncheon, dinner, and breakfast, have arranged a beautifully designed menu card for the dinner, which should serve as an interesting souvenir of the occasion. The front-piece bears a striking photograph of King George, surmounted by a crown, and encircling it are the shamrock, rose, and thistle. At the sides of the picture are painted the Union Jack and the flags of Australia and South Africa, whilst immediately below is the royal coat of arms depicting a very pretty picture. The card on the outside bears the following inscription:—Coronation of King George and Queen Mary, Shanghai, June 22, 1911. On the inside page, opposite the menu, are the words "God bless Their Majesties," whilst at the back there is printed:—Dinner to naval detachments taking part in the celebration of the Coronation at Shanghai. God save the King.

The COLONIAL SECRETARY—I beg to second the resolution.

Hon. Mr. HEWETT—Your Excellency, on behalf of my unofficial colleagues and the British section of the community, I have the honour to support the resolution just proposed by your Excellency. In doing so I am assured we not only all sincerely and loyally agree with the telegram it is now proposed to despatch to His Majesty on the occasion of his Coronation, but we also fully endorse your Excellency's wish in moving the resolution. To us, members of one of the most distant outposts of the British Empire, the personality of His Majesty must have an especial attraction. A capable naval officer, having such an intimate knowledge of the needs of his over-seas possessions, His Majesty to the full realises the importance of his great estate.

From year to year we see the bonds which bind the scattered sections of our Empire tightening and strengthening. His Majesty himself has done much to bring about this happy condition of affairs. There are some of us here to-day who remember seeing His Majesty in the Far East when on his first long voyage. Since then he has visited all the great and many of the smaller dependencies of his realm; while shortly, for the first time in history, a reigning sovereign in his character of Emperor of India will present himself to his loyal subjects in that part of his Empire. We are sure from the great interest His Majesty has always shown in his overseas territories, and the sympathy he has invariably displayed in their welfare, that the links between us will be made yet stronger during his reign. His Majesty has entered into a goodly heritage, and we trust and pray that many long and happy years of glorious peace lie before His Majesty and his Royal Consort. (Applause.)

Hon. Dr. HO KAI—Sir, on behalf of my official colleagues on the Legislative Council, and the various communities whom we represent, I beg most respectfully to support the resolution which has just been proposed by your Excellency. His Majesty's subjects of all races resident in this Colony yield to none in their unswerving loyalty and devotion to the British Crown, and though thousands of miles separate this little isle of ours from the United Kingdom, the immense distance serves but to intensify our great reverence and affectionate attachment to our Most Gracious Sovereign the King. In common with many of our brethren and fellow-subjects throughout the length and breadth of the empire, we are looking forward with intense happiness and delight to the auspicious day when His Majesty will assume the full state and dignity of the crown. We are glad to have the opportunity of meeting here to-day to express our loyal sentiments and united congratulations to Their Majesties the King and Queen on the joyous occasion of their Coronation, and we are gratified that the different communities in this Colony, including the large

For some time past, rumours have been heard of the intention of the Imperial family in Peking to send abroad the private fortune of the late Empress Dowager Tz'u Hsi, and it was even reported at one time that the money, or rather bullion (as the fortune is understood to consist chiefly of gold bar) had reached Shanghai, where it was awaiting transhipment to England.

From private information which reaches us from Peking, says the *N.C. Daily News*, there is reason to believe that the hoard has actually been despatched to Europe. Since the death of the Empress Dowager, the treasure had been stored in the Palace under a strong guard of soldiers. A little time ago, we are told, earnest representations were made by certain Indian Ministers to the Imperial Family of not only the danger but the absurdity of keeping so large a treasure in idleness, instead of putting it where it could safely earn interest.

Various insurance agents were asked to quote rates for insuring the fortune on its long journey, but finally the Imperial Family decided to carry through the matter on its own account, and one informant goes on to state, the fortune was shipped away piecemeal

**CANTON BANK-NOTES QUESTION.**  
SERIOUS SITUATION.

Our Canton correspondent, writing on Wednesday, says:—

Everybody here is talking about the bank-note question, some particulars of which I reported in my letter of yesterday. In the afternoon of that day I sent a messenger into Ho Fun Street, where the Bank of Communications is situated, to see what was going on. He reported that the street was almost impassable owing to the crowds of people that were trying to gain admittance to the Bank. More than a hundred soldiers were on guard and the doors of the bank were kept closed and only opened at intervals to let in a few people at a time. Within the building only two grooms were at work and they were doing the counting as slowly as possible in order to gain time. Only sums of less than \$100 were paid to each person, and anyone who brought large bundles of notes were told to come again as there was no time to count out large sums. To-day I hear that the same state of affairs exists, and that the Tai Tsing Bank is following the same procedure. There are three kinds of Government notes issued here, namely, the Tai Tsing notes, those printed at the Mint, and those put into circulation by the Bank of Communications. All these are being refused by shopkeepers, or only taken at a very heavy discount. The opinion prevails that unless the assistance of the foreign banks be obtained the Government banks will have to close their doors and cease redeeming the notes for silver. It is already rumoured that the Viceroy has raised a loan of \$2,000,000 at 9 per cent from the banks on Shantou to bolster up the Government finances, but I do not guarantee the truth of this statement. A large amount of Canton paper (said to be well over a million dollars) has been sent up from Hongkong, and the sudden influx of these notes into the city, especially for the purpose of being redeemed, has still further added to the difficulty.

The Viceroy has issued a proclamation to the effect that the Government has plenty of silver in reserve to redeem all the notes in circulation, and His Excellency calls on the people to be calm and not break out into disturbances. However, the people only look upon this document as one intended to "save face", for, if what everyone says here be true, the Treasury will be unable to meet its obligations and the loan raised from the Formosa Bank was used up in two days in paying off outstanding accounts.

In the city many shopkeepers (notably rice sellers) refuse to accept Canton paper in settlement of accounts, and those that do accept it only do so at a discount which in some cases is as high as 20 per cent. I hear that one or two astute persons are buying up all the notes they can get at heavy discount and should matters right themselves these people will stand to gain heavily. As the hours go on it becomes plainer and plainer that this present situation is the result of the action taken by the merchants to protest against the nationalization of the Yuen-Han Railway. The large amount of Canton notes sent up from Hongkong is doubtless due to the action taken by shareholders in that Colony. At all events the Government is being squeezed into a tight corner and it is even possible that worse may result. Those who are responsible for this movement have exercised considerable ingenuity, for the troops are all paid in notes and should these men lose their pay or any portion of it trouble will inevitably occur. There is not a shadow of doubt that there is much disloyalty in the regiments of this province and that revolutionists have sown the seeds of revolt with no sparing hand among the troops. The only thing that keeps the men on the side of the Government are the regularity of their pay and the consideration with which they are treated. Let either of these factors be eliminated, or even slightly interfered with, and a very opposite state of affairs would ensue. That the Government had this fear before their eyes during the rising is abundantly manifest from the posthumous honours bestowed on those who fell, and the rewards, dignities and feasts given to all those who took part in suppressing the rebels—rewards out of all proportion to the work done or services rendered. Thus this question of bank-notes may probably mean something far more serious than a commercial dislocation, and it is to be hoped that the Provincial Government, either by aid from other provinces or by foreign assistance, will be able to hold its own.

**RUSSO-CHINESE RELATIONS.**

A REASSURING REPORT.

The Times Correspondent at St. Petersburg, telegraphed on the 21st ult.:—

Mr. Guchkoff's visit to Manchuria and Peking is likely to benefit Russo-Chinese relations. The highly-coloured reports appearing in Russian journals, especially in connection with General Sukhomlinoff's journey to the Far East, have caused much needless alarm regarding the alleged aggressiveness of China. The correspondent of the *Russko Sver Sto* telegraphs from Kharbin a prolonged interview with Mr. Guchkoff, wherein he emphasizes first the immense difficulties in the way of development of China's armed forces, which would be dangerous for the Government and dynasty than for Russia, and, secondly, the misleading nature of the notion that China is hostile to this country. Mr. Guchkoff notes, however, that Chinese opinion is mis-informed regarding the present resources of the Russian Empire, and imagines that this country is still where it was in 1904. The sooner this misapprehension is removed the better. Russia must at all costs consolidate her position in the Far East.

Mr. Guchkoff sees a possible dan or in the Japanese policy of strengthening her hold on Manchuria. "Japan," he says, "is trying to draw us into a five demonstration in the Far East. She seeks to co-operate with us so long as our interests do not clash. But the day comes when she will turn against us, and we must prepare for that day."

**SUPREME COURT.**

Thursday, June 15th.

IN ORIGINAL JURISDICTION.  
BEFORE HIS HONOUR SIR FRANCIS  
PIGOTT (CHIEF JUSTICE).

ALLEGED BREACH OF COVENANT.

Judgment was delivered in the action in which Frederick Reichmann, of the Grand Hotel, sued Mrs. Mary Uesmann for damages for breach of covenant and sought for an injunction restraining her from carrying on the business of a hotel keeper at the Station Hotel, Kowloon.

Mr. Elton Potter, instructed by Mr. J. H. Gardner, appeared for the plaintiff, and defendant was represented by the Hon. Mr. H. E. Pollock, K.C., who was instructed by Mr. M. Reader Harris (of Messrs. Wilkinson & Pollock).

His Lordship, in the course of his judgment, said that although he felt reasonably called upon to give the judgment which he ought to give, he deferred doing so on account of the importance of the points which Mr. Potter raised in his final argument. He still thought as he did at first, that the Station Hotel at Kowloon was not likely to come much into rivalry with the Grand Hotel on this side of the harbour, and that people who would be likely to go to the Grand Hotel for refreshment or lodging were not likely to go over to Kowloon because Mrs. Uesmann was assisting in the management of the Station Hotel. A certain amount of evidence was given, however, which induced his Lordship to modify that opinion slightly: for it would seem that some persons who lived on the Kowloon side, but who worked on this side, occasionally stopped to dine at the Grand Hotel, and it was suggested that they did so no longer. The evidence on that head, however, was very meagre; the figures in the case of seven Germans did not prove much, and could only have been made effective by the evidence of the gentlemen themselves. There was, it was true, some falling off in some months, but it was too variable to amount to positive proof. So far as the actual damage was concerned, the case was very imperfect. The question raised by the defendant's Counsel was that the plaintiff had made out no case. It was introduced by Mr. Potter as a case of suspicion. His Lordship never liked to bind Counsel down too strictly to words used in argument, but it was undoubtedly accurate in that case to say that it was suspicious and no more. He meant to say not that he could admit that it was suspicion, but that it could not be put higher than suspicion. The first link in the chain was that Mrs. Uesmann had become possessed of \$30,000, the second, that she made substantial alterations in the plan of the hotel submitted by Mr. Leman, and changed others made by her husband; the third, that she engaged a Chinese contractor, and said, "I am building a hotel"; and fourth, that she exercised authority over the servants, and was busy about the bar and management of the hotel. As to the first, the undercurrent of suggestion was that Mrs. Uesmann financed her husband, but there was no evidence as to how much the hotel actually cost, though there was that some of it was borne by the landlord. As to the second, it was impossible to magnify what she did into "giving orders" to Mr. Leman, as all his suggestions were submitted to Mr. Uesmann, and also the estimates. As to the third, it was quite impossible to construe what was evidently a conversational expression into the dignity of an admission, certainly not in law—hardly even in fact. As to the fourth, what Mrs. Uesmann was doing was quite consistent with her being an assistant, and certainly not inconsistent with what the wife of a man who owns a hotel would naturally do. But then the evidence missed five; it led up to a certain point and was either inconclusive or else it ended with something which showed the husband to be the owner. The contractor was paid by Mr. Uesmann. He was dismissed, but they knew nothing about his successor. The letters to Mr. Uesmann from Mr. Leman were produced. They were left in the dark as to Mr. Uesmann's financial position, and he was in fact the licensee. His Lordship was really doubtful whether he was justified in calling it a case of suspicion, always supposing that "assisting" her husband was not a breach of her covenant. There was a great deal of suggestion that what had been done by Mr. Uesmann was a mere cloak or sham, but it never rose higher than suspicion. On that the question arose whether the plaintiff had made out any case which the defendant ought to be called on to meet, or if there were a jury, whether there was any case to go to the jury. Of course, if what Mrs. Uesmann had done was a breach of the covenant, there was an end of the matter. The direct evidence was that the hotel was Mr. Uesmann's, therefore she was assisting him. The covenant was that she "will not at any time hereafter either by herself or in connection with any other person or persons carry on the trade or business of an inn-keeper, publican or restaurant keeper within the Colony of Hongkong." The only difficulty his Lordship had in construing the covenant was whether it was possible to say that a wife who assisted her husband could be said to be carrying on the business in connection with her husband. He was of the opinion, after carefully considering the question, that the whole form of the sentence which started with the idea of her being a principal, together with the words "carry on", which connoted playing a leading part, showed that the second part of the sentence referred to her carrying on the business as a partner, and therefore unless there was evidence of part ownership with her husband, what she was doing was not a breach of her contract. All the stress of the argument as to the effect of the evidence was directed to showing that she was in truth

a party or actual owner. As to the suggestion that a license can only be granted to one person, and not to several members of a firm, he knew, of course, that judges were supposed to know the whole law, but he must admit that if it was suggested, he was in ignorance of the rule.

His Lordship dealt at length with his ruling in the *I On Insurance Co. v. Ho Fung Shang*, which had been referred to in the hearing of this case, and said it would be a most dangerous doctrine to assist in any way a plaintiff to ground his case in Court, merely on suspicion, in the hope of getting something out of the defendant in cross-examination. But the law did assist a plaintiff in many ways to turn a suspicious case into a certainty, if it was capable of being so turned, by interrogatories, discovery, and admissions. Take the principal suggested circumstance that Mrs. Uesmann was financing her husband out of her store of \$30,000, and the inevitable corollary that Mr. Uesmann was not in a financial position to take up the business himself. If these were in fact the facts, a little judicial probing would, he should have thought, discovered them. But in the absence of that he could only say that the so-called suspicious circumstances were not sufficient to entitle plaintiff to call on defendant to answer or explain them, more especially as on the construction of the covenant what she had done was not shown to be a breach of it. Now as to the case, what legal principles did it lay down?—it being noted that the agreement was personal to defendant. It bound her and her only. It did not extend to anyone else, or make her answerable for the conduct of anyone but herself. Any other person may carry on the Station Hotel, but she must not participate with him as principal. His Lordship quoted the authority of *Smith v. Hancock* and came to the point so strenuously argued by Mr. Potter that there were some paragraphs in the judgment of A. L. Smith, L.J., which supported his contention that the suspicious circumstances were sufficient to support his case. After dwelling on what the defendant had done in that case, the principal point in which seemed to his Lordship to have been that the husband had drafted the wife's circulars, and he, himself, had sent them out to old customers of his own. Mr. Potter's argument amounted to this: that in that case all the evidence of both parties was before the Court, therefore in this case all the evidence should be before the Court before the case is disposed of. In that case the evidence was not before the Court, and a moment had arrived at which, by the general accepted rules of procedure, defendant might say at the conclusion of plaintiff's case that there was no case. He could not set aside that procedure, and for the reasons given he thought the plaintiff had not made out a case which entitled him to call on defendant to answer it.

Mr. Potter raised the question of rectification, and stated that if they proved their case, the result would be that they had won the whole action. His Lordship entered judgment and costs for the defendant, but stayed execution until July 6th to enable the question of rectification to be considered.

**LATE TELEGRAPHIC NEWS.**

[FROM SOUTHERN NEWSPAPERS.]

TROPICAL THUNDERSTORMS IN  
ENGLAND.

London, May 31st.

The recent tropical heat culminated in a series of thunderstorms in the Home County, flooding the Downs, the streets and the railway stations at Epsom after the racing. The crowds were in a sorry plight.

Six men were killed by lightning on Banstead Downs. The destruction of houses and cattle is reported in several places.

London, June 1st.

Yesterday's thunderstorms were the severest experienced for years. Seven persons were killed, including five returning from Epsom, of whom two were policemen. Many buildings, including two churches, were struck in London. Fontenay prison was also damaged.

AVIATION.

London, June 1st.

The aviator M. Beaumont, who is a French naval officer, and M. Connell, who are taking part in the Pisa-Rome aeroplane race, arrived at Rome at 4 o'clock yesterday afternoon. They flew direct from Pisa in three hours.

Crowd frantic with enthusiasm were on the roof-top and the dome of St. Peter's. The Pope was a spectator from the window of the Vatican.

M. Beaumont made altogether three flights from Pisa. M. Girois left Pisa hours ahead of M. Beaumont, but fell, damaging his machine.

GREENWICH TIME IN PORTUGAL.

London, June 1st.

A decree has been issued providing for the adoption of Greenwich time in Portugal from 1st of January next.

THE ANTI-TRUST LAW IN AMERICA.

Washington, June 1st.

Giving evidence before a Committee of the Congress, Mr. Wickersham, Attorney-General, expressed the opinion that imprisonment was the most effective means of enforcing respect for the anti-trust laws.

The Chairman asked why no criminal procedure had been instituted against the Standard Oil and Tobacco Trusts.

Mr. Wickersham said: "We only secured decisions in those cases during the last fortnight." The question answered itself.

PEERIMES PETED BY THE NATIONALISTS.

London, June 2nd.

The Irish Nationalists gave a dinner in honour of the Peers.

Mr. John Redmond, presiding, said they owed a deep debt of gratitude to the great countries which had given a home to thousands of Irishmen. "Our welcome is the more enthusiastic because we know their sympathy is with Ireland and her just aspirations." Otherwise there were no feasts and speeches, but only Irish songs.

BRITISH MARYS AND THE QUEEN.

London, June 2nd.

Subscriptions of the Marys throughout the Empire to a Coronation gift for the Queen amount to £11,700.

FEEDOM OF GLASGOW.

London, June 2nd.

The five Dominion Premiers and Lord Kitchener will receive the freedom of Glasgow on July 6th.

**LOCAL SPORT.**

LAWN TENNIS CHAMPIONSHIP.

VICTORY OF LIBUT DAY.

The championship competition in connection with the lawn tennis tournament promoted by the Hongkong Cricket Club, which practically represents the championship of the Colony, was brought to a close yesterday evening when Captain Brierley and Lieut. Day met to contest for the honour. The heat was very trying to the players, and it must have imposed a severe strain to play such vigorous sets, as were witnessed between the finalists. As was to be expected, there was a large attendance to view the classic event, and though more brilliant work has occasionally been seen in a final, the play was certainly worthy of the occasion. Mr. R. Hancock, whom most people expected to see figuring in the final, undertook the duties of referee.

**THREATENED SHIPPING CRISIS.**

THE CHINA COAST TRADE.

The agitation for higher wages or passage home and half pay for the various ports, which has been going on for some time among the officers of the ships plying in the trade on the China Coast, seems to be coming to a head, which was said yesterday, says the *Shanghai Times* of the 10th inst., would soon culminate in an ultimatum being presented to the companies, and if the demands were not granted coastwise shipping would be laid up for an indefinite spell. The officers of these vessels express a general dissatisfaction. They say that they have laid their grievances before the companies individually, from time to time; that no attention has been paid to their complaints, and that now they are determined to formulate and submit a general demand. If it is not complied with, they declare, they will leave the service in a body, many never to return any more.

THE COASTAL FLEET.

There are about 244 steamers comprising the coastwise fleet, which is manned by about 370 foreign officers. If these were to go out in a body, as one officer said yesterday, business interests would be more or less seriously affected. If it comes to this pass, it was asserted, many of the younger officers would throw up the whole business and not return to the service under any conditions.

Young men it was declared, were induced to come out here on representations that wages were good and promotion rapid. All these men, practically, have masters' certificates and instead of being advanced at the end of two years service, they say it is four or five years before they are promoted from second to chief officer, and it takes about ten years more before they become masters. They claim that their comforts aboard the ships are not given due consideration to, and that their compensation is not sufficient for the sacrifices they make by coming out to this coast for so many years. The specific demand they expect to make is either for free return passage home, for a year's vacation every five years, with half pay during their absence, or the equivalent salaries or bonuses. Action is only deferred, to decide which alternative would be best. Some prefer the increased pay, while others want the free passage and half pay at vacation times. It was said yesterday that a vote would probably be taken to determine the issue and the demand would be made accordingly. If one company can be induced to make the concessions asked for it is thought that the other companies will readily follow suit.

THE ENGINEERS' POSITION.

There has been some talk of the engineers being involved in the agitation, but this is considered unlikely. The officers say that the engineers have no cases for grievance, as they are better paid than the men who have to take the full course in navigation and obtain a master's certificate before coming out to enter the service as second officer. The salaries of chief officers are said to be £18 a month, with £23 for second officers, while chief engineers get as high as £22 and second engineer £18.

One master mariner who has given up the racing main and taken to shore occupation declared decidedly that life on the ocean wave had ceased to allure the British youth as of yore. To illustrate this assertion he called attention to a number of advertisements for officers and marine engineers which have appeared from time to time in the House papers.

"When I was a young man," he said, "they didn't have to advertise for them. There were hundreds of them looking for a chance to learn the profession, and a young man had to have quite a pull to get in. Then they had to serve four years for no pay and provide their own food when ashore. After putting in four years and obtaining their master's certificates they went to work at £4 a month. When I took to sealing there were about three hundred young men ahead of me on the application list, but I had a letter to one of the high officials of the steamship company and entered the service over the heads of the rest. When I attained the rank of fourth officer on a ship my pay was £4 a month. Now they are advertising for them and offering £8 10s. Some while ago seven officers of the Allan line presented a petition for higher pay and other special allowances, which was granted."

THE OTHER SIDE.

The company's side of the question here at the present time is that the general business depression has affected the coastwise traffic to the extent that no profits have been accruing for some time; that the men come out here on three year contracts and are generally well enough satisfied to remain; that the compensation is relatively as much as they would receive at home, and that there is no pressing reason why general advance in salaries should go into effect when the companies are not realizing any returns on their capital invested.

MARSHAL V. S. NGLE.

One of the officers observed: "This is the single men's fight. The married men are beyond relief. The benefits are holding out for the advanced pay alternative, claiming that the free passage home would do them no good, as they could not afford to go away on an extended leave and take their families with them, while the advance in salaries would help them and benefit the single men as well."

RAILROAD EXTENSION IN CHINA.

The report by His Majesty's Consul at Nanking (Mr. F. E. Wilkinson) on the trade of that district in 1910 states that during the year under review the construction of the southern or British section of the Tientsin-Pukow Railway which was commenced in January, 1910, made steady progress, and it was found possible in February, 1911, to attach passenger cars to the construction trains running between Pukow and Lin-ku, a distance of 94 miles, which have been laid as far as Hsichowfu, which is not much more than 30 miles from the point at which the line joins up with the German section, and there is every hope that the whole of the British section, which is 236 miles in length, will be available for traffic by about the middle of 1912. So far no arrangements have been made for the opening to foreign trade of Pukow, the Yangtze terminus of the line, which is situated on the northern bank of the river opposite to Nanking. To Nanking the completion of the Tientsin-Pukow Railway will be of vital importance, for on this line depend the prospects of future commercial prosperity.

As a distributing centre this port, owing to its proximity to the interior, has been unable in the past to compete with its neighbours, Chinkiang and Wuhan, so that its trade has hitherto been almost entirely a local one. The new railway should bring down to Pukow for export the produce of the whole of the country north of the river, for which the line must also become the means of supply; and, assuming that no official obstacles are placed in the way of the development of the traffic of the railway

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter to THIS MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 5th El. Licher.

## NEW ADVERTISEMENTS

## NEW ADVERTISEMENTS

## NOTICE.

NOTICE IS HEREBY GIVEN that Mr. H. ADAM has been appointed Manager of our Hongkong Branch Office.

Mr. H. ADAM Signs our Firm per Procuration.

CHINA EXPORT-IMPORT and BANK-COA<sup>RT</sup>AGNIE. Head Office, Hamburg. Hongkong, 25th May, 1911. [829]

G. F. R.

## TO CELEBRATE THEIR MAJESTIES' CORONATION.

HIS EXCELLENCE THE GOVERNOR will be at Home at Government House to Residents in the Colony on THURSDAY, 22nd June, 1911, at 8.30 P.M.

Evening dress.

CORONATION DAY.

THURSDAY, 22nd JUNE. At 8 A.M.—There will be a Review of the Troops and a Naval Contingent in Happy Valley and a March Past, after which there will be a Drum Head Service. The Naval Contingent and Troops will then March to Barracks along Queen's Road East, turning down by the Naval Yard, along the Praya, up Pedder Street, Queen's Road Central to Garden Road.

At 11 A.M.—There will be a Coronation Service in St. John's Cathedral.

At NOON—The Fleet and the Military Saluting Battery will fire a Salute.

At 12.15—There will be a Public Meeting at the City Hall to endorse the telegram of congratulation to Their Majesties from the Community.

During the day, the Children of the Colony will be entertained. The address of His Excellency the Governor will be read, and Medals will be distributed.

At 8.30 P.M.—His Excellency the Governor will be "At Home" at Government House, to residents in the Colony.

The Public Gardens will be open to the Guests attending the Reception.

Band of the "K.O.Y.L.I."

Pipes of the 126th Baluchis.

At 9.30 P.M.—There will be a display of Fireworks by the Japanese Residents in the Gardens.

The Fish Lantern Procession will leave Bowrington Canal at 8 P.M.

9 to 9.20—"K.O.Y.L.I." Tattoo—Hongkong.

Khattak Danav, 126th Baluchis—Kowloon.

9.20 to 9.45—Searchlight Display by the Men-of-War in the Harbour.

9.45—Fire Dragon Boat.

11 to 11.30—"Good Save the King."

Fireworks in the Harbour.

Bonfires on the Kowloon Hills.

Illumination of the Men-of-War.

Band of the "K.O.Y.L.I."

Pipes of the 126th Baluchis.

Band of the 8th Rajputa, at Kowloon.

There will be Races and Fireworks at Tai O.

FRIDAY, 23rd JUNE.

Lighting of the City and Kowloon, from 9 to 11.30 P.M.

The Fish Lantern Procession will leave Bowrington Canal at 8 P.M.

9 to 9.20—"K.O.Y.L.I." Tattoo—Hongkong.

Khattak Danav, 126th Baluchis—Kowloon.

9.20 to 9.45—Searchlight Display by the Men-of-War in the Harbour.

9.45—Fire Dragon Boat.

11 to 11.30—"Good Save the King."

Fireworks in the Harbour.

Bonfires on the Kowloon Hills.

Illumination of the Men-of-War.

Band of the "K.O.Y.L.I."

Pipes of the 126th Baluchis.

Band of the 8th Rajputa, at Kowloon.

SATURDAY, 24th JUNE.

At 8 P.M.—Chinese Fireworks on the Parade Ground, and opposite the Hongkong Club.

CORONATION CELEBRATIONS COMMITTEE.

In order that the necessary arrangements may be made in connection with the Fete in the PUBLIC GARDENS which will follow HIS EXCELLENCE THE GOVERNOR'S RECEPTION at Government House on the evening of THURSDAY, June 22nd, the Celebrations Committee will be glad if all who propose to attend the Reception will be good enough to sign their names on lists which are being provided for this purpose.

The lists will be available for signature on June 15th, at:

The Hongkong Club. The Tung Wa Hospital.

Messrs. Brower & Co. The Peak Club.

The Club Germania. Messrs. Lane, Crawford & Co.

The Club Lusitano. Messrs. Kelly & Walsh.

The Consul of each Nationality. Messrs. Watson & Co.

The Banks. The Chief Justice's Clerk's Room.

The Hotels. The Sheets contain spaces for 40 names, and will be sent to any Firm which applies for them to one of the Secretaries of the Committee.

Hongkong, 16th June, 1911. [832]

## NEW ADVERTISEMENTS

A GENT, good, reliable, wanted to sell Cunial's Oil Engines, Station Gas Engines and Gas Producer Plants. The popular engines of the day. Thousands working in all countries; thoroughly reliable. THE CUNIAL GAS & OIL ENGINE CO., Keighley, England. [828]

## TO LET.

HOUSE, in Kentsford Terrace, Kowloon. THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 16th June, 1911. [830]

## AT

THE PEAK HOTEL. GRAND CONJURING ENTERTAINMENT.

Mr. CHING LING FOO,

THE World-famed Conjurer and Magician of Peking, in the Empire of China lately performing at the Empire Theatre, London, and the Palace Theatre, Berlin (who is kindly giving a free entertainment at the Peak Club to the Peak Children on CORONATION DAY).

Will give an ENTERTAINMENT OF HIS ART OF CONJURING.

Assisted by his Daughter, Miss CHEE TOY, and his trained Staff. At the Peak Hotel, on SATURDAY, the 17th June, 1911, at 9.30 P.M., by kind permission of Mr. FINLAY SMITH, Seats, \$2 each, can be reserved previously at the Hotel.

If fine, Performance will take place on the Roof of the Annex; if Wet, in the Dining-Room. Hongkong, 19th June, 1911. [831]

## INTIMATIONS

PEAK TRAMWAY CO., LTD.

## NOTICE.

ON and after 15th inst., the following additional Cars will be run:

## WEEK DAYS:

7.15 A.M.

3.15 P.M.

8.10 P.M.

10.30 P.M.

11.00 P.M.

11.30 P.M.

SUNDAYS:

9.15 A.M.

8.10 P.M.

10.00 P.M.

10.30 P.M.

11.00 P.M.

11.30 P.M.

The Service between 7.30 A.M. and 8 A.M. on week days will be every quarter of an hour instead of every ten minutes.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 3rd June, 1911. [783]

GEO. FENWICK & CO., LTD.

NOTICE IS HEREBY GIVEN that the Postponed EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the HONGKONG HOTEL at 12 NOON, TO-MORROW (SATURDAY), the 17th day of JUNE, 1911, when the following Special Resolutions will be submitted:

1. That GEO. FENWICK & CO., LTD., be wound up voluntarily.

2. That the partners in the firm of Messrs. PERCY SMITH, SETH and FLEMING of Hongkong, be appointed Liquidators with power for any one of them to exercise any of the powers of such Liquidators.

The above Resolutions if passed will require confirmation at a subsequent Extraordinary General Meeting.

By Order of the Board of Directors,

JOHN I. ANDREW, General Manager. Hongkong, 9th June, 1911. [812]

## ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-STONES and CROSSES in Stock— BROWN, JONES & CO., 41, Morrison Hill Road. Hongkong, 1st June, 1911. [776]

## WANTED.

BY A YOUNG LAD, fresh from School, employment as a Clerk; knows Short-hand and Typewriting. Moderate Salary to start with.

Apply—

Care of "Daily Press" Office, Hongkong, 3rd June, 1911. [787]

## EMPLOYMENT WANTED.

A Capable CHINESE with a good working knowledge of English desires employment. Satisfactory references as to character, &c.

Apply—

A. B. C., Care of "Daily Press" Office, Hongkong, 17th May, 1911. [785]

## AUCTIONS

## PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 19th day of June, 1911, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCE THE GOVERNOR, of One Lot of CROWN LAND West of Poklakam Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

[816]

## PARTICULARS OF THE LOT.

No. of Sale.	Register No.	Boundary Measurements.	Contains in Square Feet.	Annual Rent.	Upset Price.
Land No. 180, Between Nos. 6 & 7 Poklakam Road.	Between Nos. 6 & 7 Poklakam Road.	feet feet feet feet feet feet	74,145 212 3,707		

(As per sale plan.)

## BY ORDER OF THE MORTGAGEES.

## PUBLIC AUCTION.

MESSRS. HUGHES and HOUGH have received instructions to Sell by PUBLIC AUCTION,

On MONDAY, the 19th day of June, 1911, at 3 o'clock in the afternoon, at their sales Rooms, No. 8, Des Vaux Road Central (Corner of Ice House Street).

The following VERY VALUABLE LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong, viz.—

All those Two pieces or parcels of ground situated at Victoria aforesaid and registered in the Land Office respectively as MARINE LOT No. 264 and MARINE LOT No. 255, together with the messages thereon known as Nos. 22, 23, 24, 25, Praya, Kennedy Town.

Annual Crown rent payable in respect of Marine Lot No. 264—\$162.00; and in respect of Marine Lot No. 265—\$203.00. Area, Marine Lot No. 264—15,351 square feet; Marine Lot No. 265—18,805 square feet or thereabouts.

Each of the above Lots are held for the unexpired residue of the term of 999 years commencing on the 24th day of June, 1887.

For further particulars and conditions of Sale apply to—

JOHNSON, STOKES & MASTER,

Solicitors for the Mortgagors,

or to—

MESSRS. HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 8th June, 1911. [800]

## FOR SALE

## HOTEL FOR SALE.

AT Coast Port; as a going concern. Proprietor retiring.

For further particulars apply to—

"HOTEL,"

Care of "Daily Press" Office.

Hongkong, 5th May, 1911. [671]

## FOR SALE OR TO LET.

"K.



## INTIMATIONS

The man who makes any other Typewriter always PRETENDS to make it as good as the REMINGTON.  
The man who buys any other Typewriter always HOPES it will be as good as the REMINGTON.  
The man who uses any other Typewriter always WISHES it were as good as the REMINGTON.

SIEMSEN &amp; Co.,

SOLE AGENTS

FOR

HONGKONG, CANTON AND SOUTH CHINA AND FORMOSA.



[533-1]

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Weihsien.  
Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kidd, en route to Hongkong.  
Atlas, admiral's tug, 615 tons, 1,400 h.p., Master S. West, Hongkong.  
Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Shanghai.  
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Shanghai.  
Cadmus, British sloop, 1,070 tons, i.h.p., 1,403 f.d., Comdr. H. Lyons, Shanghai.  
Chub, water tank and tug, 390 tons, i.h.p., 340 tons, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, Weihsien.  
Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, en route to Hongkong.  
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Hon Guy Stopford, Hongkong.  
Hart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lt.-Comdr. Hon Guy Stopford, Hongkong.  
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. M. B. R. Blackwood, Weihsien.  
Kent, armoured cruiser, 9,800 tons, 14 guns, 22,000, Capt. S. St. J. Farquhar, armament.  
Kinsale, river gunboat, 616 tons, i.h.p., 1,200.  
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Comdr. B. O. M. Davy, Labuan (Borneo).  
Minotaur, armoured cruiser (flagship Vice-Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.), 14,600 tons, i.h.p., 27,000, Capt. G. C. Cayley, Weihsien.  
Monmouth, armoured cruiser, 9,800 tons, i.h.p., 22,000, Captain L. E. Power, M.V.O. en route to Hongkong.  
Moors, river gunboat, 180 tons, 2 guns, 1,800 h.p., Lieut.-Comdr. G. P. Leith, West River.  
Newcastle, 2nd class cruiser, 4,800 tons, turbine, Captain George P. E. Hunt, D.S.O., en route to Singapore.  
Nightengale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Claude Hillerden-Woodward, R.N., Yangtze.  
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lamb, Weihsien.  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Cosmo A. O. Douglas, West River.  
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. E. J. J. Southby, West River.  
Spite, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.  
Taku, torpedo-boat destroyer, 305 tons, i.h.p., 6,000, Captain E. J. Trillo R.N., Hongkong.  
Tamer, receiving ship, 4,650 tons, 6 guns, Commodore Eyes, Hongkong.  
Tate, river gunboat, 180 tons, 2 guns, 830 i.h.p., Lieut.-Comdr. R. J. Buchan, Yangtze.  
Tidwell, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. M. B. Baillie Hamilton, Hongkong.  
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair, Hall, Weihsien.  
Watervitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. H. L. Hancock, en route to Singapore.  
Whiting, torpedo-boat destroyer, 360 tons, 5,900 h.p., Lieut.-Comdr. G. J. Hartford, Weihsien.  
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt.-Comdr. M. H. Wilding, Yangtze.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. B. R. Brooke, Yangtze.  
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. F. E. A. Mulock, Yangtze.

AUSTRIAN.

Kaisers Elisabeth, Austrian protected cruiser, 4,000, Fregattenkapitän Oskar Hause, Northern Waters.  
Panther, third class cruiser, 1,530 tons, Fregattenkapitän, Theodor Skorl Ed. von Schmidheim.

FRENCH.

Achérion, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.  
Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p., Commander Fournier, Hongkong.  
Alosse, gunboat, 506 tons, 7 guns, 490 h.p., Commander Badin, Saigon.

Argus, river gunboat, 180 tons, 6 guns, 370 h.p., Lieut. Andraud.

Baïonnette, gunboat.

Cimette, gunboat, 140 tons, Reserve, Saigon.  
Coralde, gunboat, 134 tons, Reserve, Saigon.

Décidé, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linhard, Shanghai.

Duplex, armoured cruiser, 7,573 tons, 26 guns, 17,000 h.p., D'Herberville gunboat.

Eston, gunboat, 141 tons, Reserve, Haiphong.

Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p., Comte, Saigon.

Geoffroy, river gunboat, 150 tons, 6 guns, 1,520 h.p., Haiphong.

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marrs, Saigon.

Montcalm, armoured cruiser (flagship) 9,367 tons, 36 guns, 18,800 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief).

## THE NATIONS' NAVIES.

## COMPARATIVE STRENGTH.

The Parliamentary Paper usually known as the Dilke Return, but on this occasion called by Mr. W. H. Dickinson, the Liberal member for St. Pancras, was issued last month.

This document is somewhat more bulky than usual, owing to the circumstance that with the fleets of Great Britain, France, Russia, Germany, Italy, the United States of America, and Japan, that of Austria-Hungary is now again included. That it was desirable to restore to the list the fleet of the Dual Monarchy was suggested in *The Times* on April 30 last year. In other respects the Return, which is prepared at the Admiralty, is made in its customary form, and shows all the battleships and armoured cruisers of each navy which were over 20 years of age on March 31, 1911, and, in the case of other classes of ships, those which still retain their armaments, and are not for sale.

It is unlikely that this Return, any more than its predecessors, will be found entirely satisfactory by those who go to it for information. It may be said of it that it still lacks uniformity of treatment of the various Powers. For example, the ships authorized but not yet laid down are included for Austria-Hungary and the United States, but omitted in the case of other navies. According to the *Naval Annual*, just published, the construction of two more battleships of the Jean Bart type was sanctioned in France and the money voted for beginning them before the end of March. In Germany, the Navy Law authorizes the construction of three battleships and an armoured cruiser to be begun this year, for all of which the materials are likely to have been ordered quite as early as those for the two Austrian vessels which are included in the list. Probably the explanation is that ships of the 1911 programmes are excluded, as the money for our ships for this year has not yet been voted, but the second pair of Austrian vessels are for all practical purposes in their 1911 programmes and should be so counted. It would make the Return more complete if all the ships the building of which is known to be authorized were found in it, with no one indicating the programme to which they belong. The Return, like a similar one issued by the United States authorities, does not proceed to give information received confidentially from the agents of the Admiralty, but only that which has been made public already and may be known to any one whose business it is to keep abreast of naval movements.

## NOMINAL TABLE OF STRENGTH.

The following is a summary of the figures given in the Return. The letters at the head of each column have the following significance:—E., Great Britain; F., France; R., Russia; G., Germany; I., Italy; A., Austria-Hungary; U., United States; and J., Japan:

## SHIPS BUILT.

E. F. R. G. I. A. U. J.

Battleships ... 53 17 7 32 9 11 29 15

Arm. C. D. Vessels ... 7 2 4 10 10 3 15 13

Protected Cruisers ... 18 5 7 1 3 2

III. 11 36 5 2 24 2 3 16 11

Unprotected Cruisers ... 3 8 3 3 3 6

Scouts ... 8 3 3 3 3 6

Torpedo Vessels ... 25 2 4 1 5 11 2 4

T. B. Destroyers ... 177 63 97 92 23 12 35 57

Torpedo Boats ... 110 191 44 83 82 73 23 57

Submarines ... 62 58 30 8 7 4 13 9

## SHIPS BUILDING.

E. F. R. G. I. A. U. J.

Battleships ... 10 8 7 9 4 5 6

Armed Cruisers ... 5 1 2 3 1 1

Protected Cruisers ... 1 9 6 3

Unprotected Cruisers ... 3 1 1

Scouts ... 3 1

Sub. Depot Ship ... 1

T. B. Destroyers ... 28 21 1 17 10 6 10 1

Torpedo Boats ... 30 1

Submarines ... 12 23 ? 13 21 7 4

## PORTUGUESE.

Patria, gunboat, 700 tons, Captain J. Afonso.

UNITED STATES.

Albany, cruiser, 3,000 tons, C. S. Williams.

Ararat, gunboat, Lieut.-Comdr. Matt H. Sizemore.

Bainbridge, destroyer, 7 guns and 2 torpedoes tubes, Ensign Lloyd W. Townsend.

Blockader, destroyer, 420 tons, Ensign Edward S. Rock.

Calico, gunboat, 243 tons, Ensign J. R. Morrison.

Cleveland, cruiser, 3,200 tons, Commander Hugh Rodman, Shanghai.

Charleston, battleship (flagship), 8,700 tons, 28 guns, 21,000 h.p., Comdr. John H. Gibbons, Shanghai.

Chattanooga, cruiser, 3,200 tons, Commander John A. Hooper, Manila.

Helena, gunboat, 1,392 tons, Comdr. Reuben O. Bitter, Shanghai.

Mindanao, gunboat, Lieut. George M. Baum.

Mohawk, (station ship), Commander G. R. Glazebrook.

Newark, monitor, 4,000 tons, Lt. D. W. Tolis.

Oliver Hazard Perry, monitor, 4,000 tons, Lt. D. W. Tolis.

Oriskany, transport, 1,577 tons, W. D. Pardee.

Patrol, transport, 1,530 tons, Comdr. Roger W. Jones.

Paraguay, gunboat, Ensign Roy L. Lowman.

Pennsylvania, armoured cruiser, 13,630 tons, Capt. A. Ward.

Pompey, collier, 1,600 tons, James D. Linnett.

Porpoise, 125 tons, 100 h.p., Ensign Kenneth Whiting.

Rainbow, cruiser, 6,023 tons, Comdr. A. C. Stott.

Samar, gunboat, 370 tons, Lt. A. A. Alread.

Shark, 125 tons, 100 h.p., Ensign Theodore G. Ellyson.

Villalobos, gunboat, 370 tons, Lt. A. A. Alread.

Wilkes, gunboat, 1,800 tons, Comdr. G. R. Watson.

Yankee, monitor, 4,000 tons, Lt. D. W. Tolis.

Yorke, gunboat, 1,392 tons, Comdr. Reuben O. Bitter, Shanghai.

Zar, gunboat, 1,392 tons, Comdr. Reuben O. Bitter, Shanghai.

Yankee, gunboat, 1,392 tons, Comdr. Reuben O. Bitter, Shanghai.

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Yankee, gunboat, 1,3

## RUSSIAN TROOPS IN ASIA.

## DISTRIBUTION AND STRENGTH.

During the past few months various rumours of Russian military activity in the Far East have been circulated, and one of the latest reports has it that an important conference between high Russian and Japanese military officials is to take place shortly in Manchuria. Reports of this kind naturally give rise to other and more extravagant rumours, and it is curious that while the strictest secrecy is observed in Japan regarding the publication of what are termed "military secrets," no such reticence is observed by Russian papers. While the movements of troops and similar items of military information are more often than not unrecorded in Japanese papers, even in normal circumstances, the Russian censor—vigilant as he is in some respects—seems not to regard with any seriousness the publication of matter which would quickly get a Japanese editor into serious trouble. In fact, to the foreigner with a knowledge of the Russian language, nothing is more surprising than the frankness with which the Russian publications analyse the negative aspects of his country, or the recklessness with which he allows his cards to an opponent or prospee in the event of a general engagement. When the rumours of war with China were circulated recently, true to tradition, the Russian Press of East Siberia lost no time in making known beforehand, to all whom it might concern, the details of Russian military dispositions within what may be called the danger zone. If Chinese military agents, among others interested, saw fit to take advantage of this information and to file the same for future reference, who shall blame them?

According to data gathered from the East Siberian Press Russia's armed strength in the Far East at the present time is distributed over two military districts, the Primur and Irkutsk. The commander of the troops of the first-named district and station, or chief, of the Amur and Ussuri Cossacks, is Lieutenant-General P. A. Lutskiy, who achieved considerable reputation during the war with Japan, when he served at the head of the Twenty-fourth East Siberian Sharpshooters. He participated in the majority of the principal engagements, and in recognition of his prowess was decorated with the Order of St. George and promoted to his present rank in 1903.

The troops of the Primur district are composed of three corps. First, Fourth and Fifth Siberian Army Corps. Of these, the Fourth Army Corps, comprising the Third and Ninth Siberian Sharpshooter Divisions with the artillery do all allotted thereto, the Fourth Siberian Mortar Artillery Division and the Sixth Siberian Sapper Battalion, composed the garrison of the Vladivostok fortresses. The complement of the Fifth Corps includes the Sixth and Tenth Sharpshooter Divisions, the Fifth Siberian Mortar Artillery Division, the Third and Seventh Siberian Sapper Battalions. The staff of this corps is located at Khabarovsk, and its various parts are quartered at Blagoveshchensk, Khabarovsk, Nekolaev, Nikol'sk-Ussuriysk, and the station Spasiky in the Maritime Province; thus the troops of this corps are scattered over a large area and protect the Russian-Siberian boundary both along the Amur and Ussuri. The First Corps with staff at Nikol'sk-Ussuriysk consists of the First and Second Siberian Sharpshooter Division, the Ussuri Horse Brigade, the First Siberian Mountain Horse Artillery Division, the First Siberian Mortar and Second Siberian Heavy Artillery Divisions, the First Siberian Sharpshooter and the First Siberian Pontoon Battalion, siege park, and other sections. The troops of this corps, with some few exceptions, are concentrated in the extreme southern part of the Ussuri region and would constitute the first fighting line in event of hostilities.

The troops of the Irkutsk district are commanded by the newly-appointed Lieutenant-General V. N. Nikitin, who also served through the Russo-Turkish and Russo-Japanese wars as Captain and Major-General respectively. He holds the Fourth and Third Class of the Order of St. George. Lieutenant-General Nikitin is also a man of the Trans-Balkan Cossacks. In the Irkutsk district there are two corps, the Second Siberian and Third Army Corps. Portions of the Second Siberian Corps constitute, so to speak, the advance guard of the Russian troops in any movement against China; they are disposed in the Trans-Balkan Province, and consist of the Fourth and Fifth Siberian Sharpshooter Divisions, the Trans-Balkan Cossack Brigade, the Second Siberian Mortar and first Siberian Heavy Artillery Divisions, the Second Siberian Sharpshooter and Second Siberian Pontoon Battalions, and the Fourth Siberian Aviation Company. The staff of this corps is situated at Chita, and is commanded by Lieutenant-General Aliff, who fought during the late war and was decorated with the Cross of St. George. The Third Siberian Corps consists of the Seventh and Eighth Siberian Sharpshooter Divisions, two distinct Cossack soviets, the Third Siberian Mortar Artillery Divisions, and Fifth Siberian Sharpshooter Battalion. These troops are distributed in the Irkutsk and southern part of the Yenesei Government.

Altogether Russia has in the Far East ten sharpshooter divisions (160 battalions), one dragoon regiment, five Cossack regiments, a Cossack regiment, two separate Cossack soviets (forty squadrons and soviets), ten artillery brigades, five mortar divisions, one mountain horse artillery division, two Cossack batteries, two heavy artillery divisions, four mortar parks, one heavy park, two mountain horse artillery parks, six sapper battalions, two pontoon battalions, two flying companies (akrolyot), an aviation battalion and company, a sige-engineering park, and two railroad battalions.

Furthermore Russia has in the East troops of the Frontier Guards, viz., four battalions, six infantry regiments (twenty-four battalions), six mounted regiments (thirty-six soviets), four mountain horse batteries, and a sapper company. At the head of the troops of the Trans-Amur Frontier District stands Lieutenant-General E. I. Martynoff, a young and energetic general who participated in the last war, when he commanded the 140th Infantry Zemlyak Regiment and received the Fourth Degree of the Order of St. George and the rank of General for distinguished services.

The Russo-Chinese boundary extends over many thousands of miles, and for Russia to defend its entire length would call for a colossal army, but in view of what is regarded as the utterly defenseless state of Western China and the greater part of Mongolia, an military action would probably be localized and confined to the provinces of North Manchuria and, above all, the line of the Chinese Eastern Railway. At the western end of this line Russia can dispose of the Second Siberian Corps with the Third Corps in reserve; and at the eastern end of the First Corps, which strengthens the troops of the Fifth Corps. Along the railroad line itself are distributed the troops of the Frontier Guard, which aggregate almost an entire corps.—*Peking Daily News*.

## COMMON FEVERS.

## HOW TO OVERCOME THEIR DISABILITIES.

No more wonderful evidence of the marvellous regulating machinery which exists in the human body can be found than the way in which the body heat is, in health, always kept at the same level, no matter what may be the external temperature.

Similarly, the subtle influence of a tropical climate manifests itself in the case with which this delicate machinery is put out of gear and people's temperature goes up, so that they suffer from Fever.

All fevers cause an undoubted feeling of weakness. To remedy this, there is nothing so rapid in its effect, so certain in its action, or so complete in the revivifying sensation it imparts as Samatogen, the greatest known reconstituent, to which the medical profession have with one accord, given the description "the tonic food with lasting effects."

What Samatogen can do in Fevers is strikingly shown in the case of Mr. Shirley Treves (Editor of *Capital*), 98, Clive Street, Calcutta, who writes:—"I had a sharp attack of fever last October which brought me to a state of great weakness. During the whole period my diet was almost entirely soda, milk and Samatogen.

"I cannot speak too highly of Samatogen, which I took for some time, and which not only kept me up during the attack, but afterwards restored me once more to full vigour. In fact, I was better and stronger after this course of Samatogen than before the attack."

Samatogen may be obtained of all Chemists.

(105-347)

## WEATHER REPORT.

On the 15th at 11.55 a.m.—The barometer has risen moderately in the neighbourhood of Shanghai, and fallen considerably in W. Japan. The depression situated near the mouth of the Yen-tze yesterday has moved Eastwards and now occupies Southern Korea.

Pressure in highest over the Pacific to the Eastward of the Bonins. It is relatively high over the S. part of the China Sea.

Moderate S. monsoons may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.55 inches.

The forecast for the 24 hours ending at noon today is as follows—

Hongkong & neighbourhood...(\*)

South coast of China between... Same as No. 1.

Hongkong and Lamouco... Same as No. 1.

South coast of China between... Same as No. 1.

Hongkong and Hainan... Same as No. 1.

\* S. winds, moderate; fine as a whole, but some showers.

## UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong—

ADDRESS FROM  
Katonwing Kobe  
Kerehong Onuma  
Kollongtje Soerabaya  
Kwangkaihing Soerabaya  
Kwongtong Kwengyengpong Kobe  
Masuey Hongkong Hotel St. Petersburg  
1311, 5288. Amoy  
J. Noh Manila  
2988, 4910. Amoy

The following is a list of unclaimed telegrams lying in the Eastern Australasia & China Telegraph Company's office at Hongkong—

ADDRESS FROM  
Arnold-Stanley, Pacific Mail Line Office Chicago  
Ceyms Deane Messengers Mythe  
De-guang-Princs-Mahachakre Hanoi  
Hialing Manila  
Lawtcheen 221, Hollywood Batavia  
Lohi Rangoon  
Sands Macao  
Sherin Namdinh  
Shuncheong Nanking  
Thungshim c/o Wangfutun Port Darwin  
Wosing Bombay

## HONGKONG TIDE TABLE.

From June 16th to 22nd, 1911.

Days of Week.	Days of Month.	HIGH WATER.		LOW WATER.	
		H. m.	ft. in.	H. m.	ft. in.
Fri.	16	2 10 8	3 7	4 10 1	1 0
Sat.	17	no moon	high	no low water	
Sun.	18	11 27	6 5	7 55 a	1
Mon.	19	1 16 a	6 1	8 41 a	1 3
Tues.	20	1 24 a	5 6	6 34	4 1
Wed.	21	2 50 a	5 2	8 54	4
Thurs.	22	4 24 a	4 9	11 1	3 5

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 15th.

	Previous Day	On Date	On Date
	at 4 p.m.	10 a.m.	4 p.m.
Barometer	29.80	29.84	29.75
Temperature	85	87	88
Humidity	78	71	71
Wind Direction	SSW	SSW	S
Force	1	1	1
Weather	—	—	—
Cloud	0.55	—	—

Highest open air Temperature on 14th 89  
Lowest open air Temperature on 14th 80

## ON SALE.

ROUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December, 1910. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 23rd March, 1911.

## COMMON FEVERS.

## HOW TO OVERCOME THEIR DISABILITIES.

## BY ROYAL WARRANT

PURVEYORS TO  
H.M. KING GEORGE V.

JOHN BEGG'S  
SCOTCH FAMOUS WHISKY.  
DADY BURJOR & CO.  
7, QUEEN'S ROAD CENTRAL,  
HONGKONG.  
TELEPHONE NO. 665.

## SHIPPING IN PORT.

## STEAMERS

BRAND, Norwegian str. 1,519, Evenson, 8th June—Nanchang 30th May, Chefoo 2nd June—General T. & Co.  
CHENAN, British str. 1,350, L. Lloyd Jones, 8th June—Shanghai 4th June, General—Butterfield & Swire.  
CHINA, American str. 3,186, Emery Rice, 5th June—San Francisco 1st May, Mails and General—P. M. S. S. Co.  
CHIYUN, Chinese str. 1,177, Wm. Jamieson, 11th June—Shanghai 7th June, General—C. M. S. N. Co.  
DAIGI MARU, Japanese str. 846, H. Murayama, 14th June—Swatow 13th June, General—Osaka Shosen Kaisha.  
DAITA MARU, Jap. str. 1,755, Nakamoto, 12th June—Matsu 5th June, Coal—M. B. K.  
DERWENT, British str. 1,560, J. Jenkins, 10th June—Saigon 6th June, Rice and General—Chinese.  
DODGE, British str. 1,320, J. C. Dodge, 11th June—Shanghai 7th June, General—Chinese.  
DUKE, Norwegian str. 867, N. G. Anders, 12th June—Nanchang 4th and Daluy 6th June, General—Osaka Shosen Kaisha.  
FUKU MARU, Jap. str. 4,187, H. Tomizuka, 13th June—Moj 6th June, Coal—Mitsui Bussan Kaisha.  
GERMANY, German str. 1,744, H. Frandzen, 13th June—Hokkow 12th June, General—Jensen & Co.  
HAITAN, British str. 1,183, J. S. Roach, 14th June—Foochow, Amoy and Swatow 13th June, General—Douglas, Gaspak & Co.  
HONGKONG MARU, Japanese str. 3,439, H. Hinokuma, 31st May—Moj 26th May, General—Toyo Kisen Kaisha.  
HONGKONG, French str. 739, A. Cornelissen, 13th June—Hai-ping 10th and Hoi-how 12th June, General—A. R. Marti.  
HAITAN, British str. 1,183, J. S. Roach, 14th June—Foochow, Amoy and Swatow 13th June, General—David, Saseon & Co.  
LOONG SONG, British str. 1,922, Z. Wheeler, 12th June—Matsu 9th June, Rice and General—Jardine, Matheson & Co.  
MATILDA, German str. 831, Chr. Uldersen, 14th June—Hai-ping 10th and Hoi-how 12th June, General—John & Co.  
MURK, British str. 3,066, Y. A. Thomas, 10th June—Bullock-Papau 2nd June, Bulk Oil—Angard, Thorson & Co.  
NARCISSA, British str. 739, A. Cornelissen, 13th June—Hai-ping 10th and Hoi-how 12th June, General—A. R. Marti.

NIKON, British str. 3,066, Y. A. Thomas, 10th June—Bullock-Papau 2nd June, Bulk Oil—Angard, Thorson & Co.  
NARCISSA, British str. 739, A. Cornelissen, 13th June—Hai-ping 10th and Hoi-how 12th June, General—A. R. Marti.

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NARCISSA, British str. 739, A. Cornelissen, 13th June—Hai-ping 10th and Hoi-how 12th June, General—A

## SHIPPING

## ARRIVALS.

BORNEO, German str., 1,344, F. Semill, 15th June—Sandakan 10th June, Timber and General—Melchers & Co.  
CHANGCHOW, British str., 1,205, Mills, 15th June—Nanchang 8th June, General—Butterfield & Swire.  
CHINHUA, British str., 1,349, Benson, 14th June—Shanghai 11th June, General—Butterfield & Swire.  
CLARA JENSEN, German str., 1,102, H. Island, 14th June—Amoy 13th June, General—Jesup & Co.  
DRUFAK, Norwegian str., 1,102, J. Bing, 15th June—Bangkok and Hoihow 14th June, General—China-Siam S. N. Co.  
KAWACHI MARU, Japanese str., 3,768, H. Petersen, 14th June—Yokohama 1st June, General—Nippon Yusen Kaisha.  
LOOSOK, German str., 1,020, G. Schulte, 14th June—Bangkok 7th June, Rice—Norddeutscher Lloyd.  
NILE, British str., 4,179, E. F. Daldy, R.N.E., 15th June—Yokohama 30th May, General—P. & O. S. N. Co.  
SIMA, British str., 5,884, C. D. Goldsmith, 15th June—London 6th May, General—P. & O. S. N. Co.  
TANSHUN, Chinese str., 1,216, R. G. Paramore, 14th June—Shanghai 11th June, General—C. M. S. N. Co.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.  
15th June.

Changchow, British str., for Canton.  
China, America str., for San Francisco.  
Germany, German str., for Amoy.  
Haiton, British str., for Swatow.  
Hongkong, French str., for Hoihow.  
Sima, British str., for Shanghai.  
Taitung, Chinese str., for Canton.  
Yatshing, British str., for Canton.

DEPARTURES.  
15th June.

ASTILOCRUS, British str., for Manila.  
CHINHUA, British str., for Canton.  
DAGYEN, Norwegian str., for Hongkong.  
DERFLINGER, German str., for Europe, &c.  
GLENLOGAN, British str., for Shanghai.  
HALYARD, Norwegian str., for Hoihow.  
HELINE, German str., for Swatow.  
HUCHOW, British str., for Tientsin.  
KAWACHI MARU, Japanese str., for Singapore.  
KEONGWAII, German str., for Hoihow.  
LINAN, British str., for Shanghai.  
LOKANG, British str., for Shanghai.  
LOONGMOON, German str., for Saigon.  
NILE, British str., for Singapore.  
PONGTONG, German str., for Bangkok.  
QUINTA, German str., for Bangkok.  
TEINTA, German str., for Shanghai.

## VESSELS ON THE BERTH

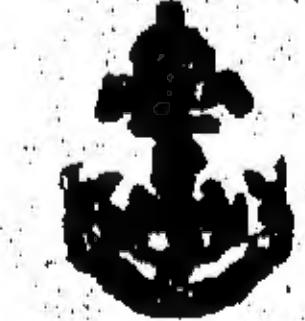
## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship  
"LIGHTNING,"  
Captain E. P. Smith, will be despatched for the above Ports on TUESDAY, the 20th inst., at NOON.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., LTD.,  
Agents.  
Hongkong, 15th June, 1911. [825]



HONGKONG—NEW YORK.  
AMERICAN ASIATIC S.S. CO  
FOR NEW YORK VIA PORTS  
AND SUEZ CANAL.  
(With Liberty to call at the Malabar Coast.)  
"DACE" { On or about 21st  
"CASTLE," { June.  
For freight and further information  
apply to—  
SHEWAN, TOME'S & Co.,  
General Agents,  
Hongkong, 30th May, 1911. [767]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG,  
RANGOON, COLOMBO, BOMBAY,  
KARACHI, ADEN, SUMB  
AND PORT SAID.  
(Taking Cargo at through rates to the PERSIAN  
GULF, RED SEA, BLACK SEA,  
LEVANT, VENICE and  
ADRIATIC PORTS).

THE Company's Steamship  
"E. FRANZ FERDINAND,"  
Capt. B. Cobol, will be despatched as above on  
WEDNESDAY, 28TH JUNE, AT  
2 P.M.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information as to Passage and Freight apply to  
SANDER, WIELER & Co.,  
Agents.  
Princes Building.  
Hongkong, 12th June, 1911. [3]

## VESSELS ADVERTISED AS LOADING.

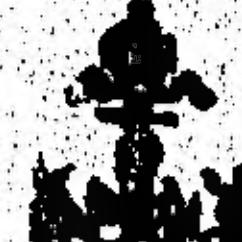
To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Rowlock Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	CYDONIA	Brit. str.	—	A. E. A. Bakor	P. & O. S. N. Co. . . . .	About 29th Inst.
LONDON, via USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co. . . . .	On 24th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SIMONIA	Ger. str.	k. w.	Kotato	HAMBURG-AMERIKA LINIE	On 26th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Massa	HAMBURG-AMERIKA LINIE	On 9th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BRISAGVIA	Ger. str.	k. w.	Girstenbräu	HAMBURG-AMERIKA LINIE	On 7th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 8th July.
HAVRE & HAMBURG VIA SINGAPORE, &c.	ATSUTA MARU	Jap. str.	k. w.	Faas	HAMBURG-AMERIKA LINIE	On 6th Aug.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	SCANDIA	Ger. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 21st inst., at D'light
MARSEILLE, HAVRE & HAMBURG, &c.	BITACHI MARU	Ger. str.	—	Knated	HAMBURG-AMERIKA LINIE	On 23rd inst.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	BITALI	Aus. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 5th July, at D'light
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	BITALI	Aus. str.	—	E. Malchow	NELCHERS & CO. . . . .	On 28th inst., at 5 P.M.
TIESTE, &c., via SINGAPORE & CANAL	BITALI	Aus. str.	—	B. Cobol	SANDER, WIELER & CO. . . . .	On 28th inst., at 2 P.M.
NEW YORK via PORTS & SUZU CANAL	DACRE CASTLE	Brit. str.	—	W. Davison	DODWELL & CO., LTD.	About 21st Inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	PATHAN	Am. str.	—	W. Davison	CANADIAN PACIFIC R. CO.	On 29th inst., at Noon
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTBAGL	Brit. str.	2 m.	S. Tomisaga	CANADIAN PACIFIC R. CO.	On 1st July, at 6 P.M.
EMPEROR OF INDIA	EMPEROR OF INDIA	Brit. str.	1 m.	K. Noda	OSAKA SHOSEN KAISHA	On 27th inst., at 11 A.M.
MEXICO MARU	IMPERATOR	Jap. str.	—	J. M. Mathie	OSAKA SHOSEN KAISHA	On 20th inst., at 4 P.M.
INDIA MARU	IMPERATOR	Jap. str.	—	W. W. Greene	TOYOKAISAN KAISHA	On 12th July, at 11 A.M.
INDIA MARU	IMPERATOR	Jap. str.	—	Christon Smith	PORTLAND & ASIA S.S. CO.	On 18th July, at 4 P.M.
INDIA MARU	IMPERATOR	Jap. str.	—	L. Klugkist	MELCHERS & CO. . . . .	On 30th inst.
INDIA MARU	IMPERATOR	Jap. str.	—	M. Yagi	NIKKON YUSEN KAISHA	To-day, at 1 P.M.
INDIA MARU	IMPERATOR	Jap. str.	—	F. E. Copo	PACIFIC MAIL S.S. CO.	On 24th inst., at 1 P.M.
INDIA MARU	IMPERATOR	Jap. str.	—	F. Iske	PACIFIC MAIL S.S. CO.	On 30th inst., at Noon
INDIA MARU	IMPERATOR	Jap. str.	—	M. Winckler	TOYOKAISAN KAISHA	To-morrow, at 6 P.M.
INDIA MARU	IMPERATOR	Jap. str.	—	H. Hinckam	JAVA-CHINA-JAPAN LINIE	On 7th July, at Noon
INDIA MARU	IMPERATOR	Jap. str.	—	Rooey	BUTTERFIELD & SWIRE	Quick despatch
INDIA MARU	IMPERATOR	Jap. str.	—	V. Forrester	JARDINE, MATHESON & CO., LTD.	On 22nd inst., at 4 P.M.
INDIA MARU	IMPERATOR	Jap. str.	—	V. Forrester	JARDINE, MATHESON & CO., LTD.	On 23rd inst., at Noon
INDIA MARU	IMPERATOR	Jap. str.	—	W. G. McLoyd-Liddell	JARDINE, MATHESON & CO., LTD.	To-morrow, at Midnight
CHONGMING	COBLENZ	Brit. str.	—	Benson	BUTTERFIELD & SWIRE	To-morrow.
CHONGMING	COBLENZ	Brit. str.	—	Clunius	SANDER, WIELER & CO. . . . .	On 19th inst.
CHONGMING	COBLENZ	Brit. str.	—	Povelius	HAMBURG-AMERIKA LINIE	On 20th inst.
CHONGMING	COBLENZ	Brit. str.	—	Sach	HAMBURG-AMERIKA LINIE	On 20th inst., at 10 A.M.
CHONGMING	COBLENZ	Brit. str.	—	S. J. G. Parsons	NIKKON YUSEN KAISHA	On 22nd inst. A.M.
CHONGMING	COBLENZ	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LTD.	About 27th inst.
CHONGMING	COBLENZ	Brit. str.	—	J. B. Harris	BUTTERFIELD & SWIRE	On 4th July, at Noon
CHONGMING	COBLENZ	Brit. str.	—	E. B. Ferguson	P. & O. S. N. CO.	To-morrow, at Noon.
CHONGMING	COBLENZ	Brit. str.	—	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	Quick despatch
CHONGMING	COBLENZ	Brit. str.	—	P. Grosch	OLOF WILJ. & CO., LTD.	On 21st inst., at Noon
CHONGMING	COBLENZ	Brit. str.	—	V. Zwart	MELCHERS & CO. . . . .	On 22nd inst.
CHONGMING	COBLENZ	Brit. str.	—	J. S. Bosch	JAVA-CHINA-JAPAN LINIE	To-morrow, at 4 P.M.
CHONGMING	COBLENZ	Brit. str.	—	W. C. Pasmore	OSAKA SHOSEN KAISHA	On 18th inst., at 10 A.M.
CHONGMING	COBLENZ	Brit. str.	—	J. W. Evans	OSAKA SHOSEN KAISHA	On 21st inst., at 10 A.M.
CHONGMING	COBLENZ	Brit. str.	—	H. Mathies	DOUGLAS LA PRAIRIE & CO.	On 24th inst., at 11 A.M.
CHONGMING	COBLENZ	Brit. str.	—	Teak	DOUGLAS LA PRAIRIE & CO.	On 23rd inst., at 11 A.M.
CHONGMING	COBLENZ	Brit. str.	—	S. Crosby	BUTTERFIELD & SWIRE	On 18th inst., at 10 A.M.
CHONGMING	COBLENZ	Brit. str.	—	S. Crosby	JARDINE, MATHESON & CO., LTD.	On 20th inst., at 4 P.M.
CHONGMING	COBLENZ	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
CHONGMING	COBLENZ	Brit. str.	—	M. C. Smith	JARDINE, MATHESON & CO., LTD.	On 24th inst., at 2 P.M.
CHONGMING	COBLENZ	Brit. str.	—	F. Semill	SHEWAN, TOME'S & CO.	On 30th inst., at 4 P.M.
CHONGMING	COBLENZ	Brit. str.	—	T. A. Mitchell	MELCHERS & CO. . . . .	End of June.
CHONGMING	COBLENZ	Brit. str.	—	H. Koops	NIKKON YUSEN KAISHA	On 27th inst.
CHONGMING	COBLENZ	Brit. str.	—	E. P. Smith	DAVID SASSOON & CO., LTD.	On 20th inst., at Noon.
CHONGMING	COBLENZ	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & CO., LTD.	On 26th inst., at 2 P.M.
CHONGMING	COBLENZ	Brit. str.	—	H. Koops	JAVA-CHINA-JAPAN LINIE	Quick despatch

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"PERSIA."

Captain Glunck will leave for the above place TO-MORROW, the 17th inst.

This Steamer has capital accommodation for passengers, Electric Light, carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Prince's Building.

Hongkong, 12th June, 1911. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA."

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 24th June, 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s ss. "MACEDONIA," 10,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding

## PENINSULAR &amp; ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, PALMERO, and YOKOHAMA	Capt. J. B. Ferguson	About 22nd June	Freight only.
SHANGHAI	Capt. E. P. Martin, E.N.C.	About 22nd June	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA	Noon, 24th June	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, P.E.	CEYLON	About 29th June	Freight only.
NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. A. E. A. Baker	June	Freight only.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 16th June, 1911.

[1]

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 17th June, M'night
HAIPHONG	"SUNGKANG"	On 18th June, 10 A.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 20th June, 4 P.M.
TIENTSIN	"KUEICHO"	On 22nd June, 4 P.M.
SHANGHAI	"ANHUI"	On 22nd June, 4 P.M.
SHANGHAI	"CHENAN"	On 24th June, M'night
DIRECT SAILINGS TO WEST RIVER. Twice Weekly.		
S.S. "LINTAN" and S.S. "SANUL".		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.		
MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.		
SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHINAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.		
FARE, \$45 SINGLE and \$50 RETURN.		
For Freight or Passage apply to—		
BUTTERFIELD & SWIRE, AGENTS. [10]		
Hongkong, 16th June, 1911.		

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 17th June, at NOON.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	FRIDAY, June 30th, Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 1st, Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, July 23rd, Noon.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon.

\* Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 30th June, at NOON.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, Noon.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon.
UYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon.

\* Triple Screws, turbine engines. \* Twin Screws.

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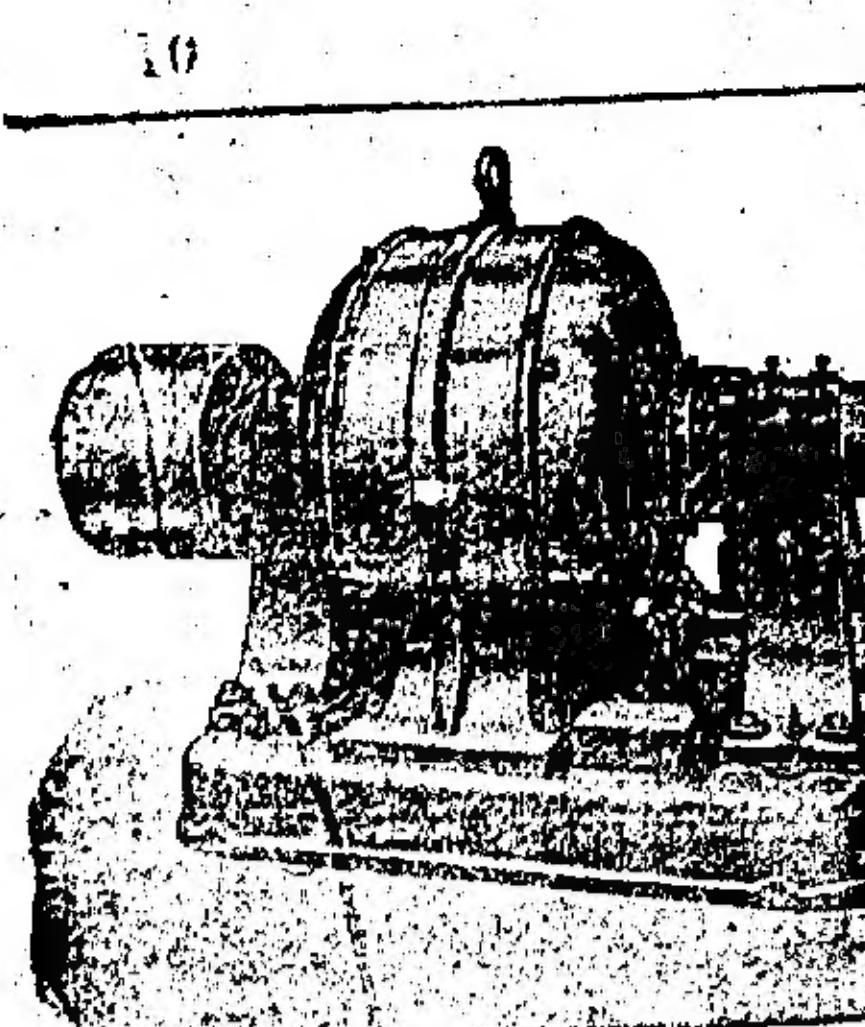
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ELEKTRISCHE  
AGENZIEGESELL  
SCHAFT  
**Titan**  
BERGERHOF  
RHLD.  
ELECTRIC MOTORS,  
DYNAMOS,  
VENTILATORS,  
AND ALL KINDS OF  
ELECTRICAL GOODS.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

**G. E. REINHARDT,**  
LEIPZIG.

Manufacturer of Composing Sticks  
and all other Printing Material in  
excellent quality and finish.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

**Hoehl** Extra  
Dry  
goût américain

Sole Representative for Hongkong and South China  
Hugo C.A. Fromm, Hongkong.

[670-22]

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Kwangtung*, with the Siberian Mail, is due to arrive here to-morrow.

FOR PER DATE

Holhaw and Haiphong	Hongkong	Friday, 16th, 9.00 A.M.
Swatow, Amoy and Foochow	Haidan	Friday, 16th, 10.00 A.M.
		Friday, 16th,
Printed Matter and Samples		11.00 A.M.
Registration		10.15 A.M.
(Registration, with late fee of 10 cents, up to 11.00 A.M.)		
Registration	Kowloon B.O.	10.00 A.M.
No late fee		
Letters	NOON	

SHANGHAI, NAGASAKI, KODE, YOKOHAMA,  
HONOLULU AND SAN FRANCISCO  
SIBERIAN MAIL TO EUROPE

Macao, Cebu, Iloilo, Yap, Maroun, Friedrich, Wilhelmsburg, Rabaul, Herbertshof, Metupi, Samarai, Biakhae, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaid, Perth and Fremantle, Shanghai and Kobe.

Cherbon, Samarang and Souratay, Moji, Kobe, Yokohama, Honolulu, Salina Cruz, Calao, Iquique, Valparaiso and Coronel, Shanghai, Yokohama and Ito.

Manila, Cebu and Iloilo.

Takao and Amuping.

Shanghai SIBERIAN MAIL TO EUROPE

Huiphong, Swatow, Amoy and Tamsui.

Macao, Swatow, Amoy and Foochow, Singapore, Penang and Calcutta.

EUROPE, &c., INDIA VIA TUTICORIN, (Late Letters 11.00 A.M. to NOON, Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Macao, Shanghai, Moji, Kobe, Yokohama, Shimoda, Yokohama, Victoria, B.C., and Seattle Wash.

Manila, Cebu and Iloilo.

Singapore, Penang and Colombo.

Shanghai, Kobe and Moji.

Tientsin.

Swatow, Amoy and Foochow.

Manila, Cebu and Iloilo.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaid, Perth and Fremantle.

SHANGHAI, NAGASAKI, KODE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday 23rd, inst., at NOON.

## COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS

June 15th.

ON LONDON:—  
Telegraphic Transfer ..... 194  
Bank Bills, on demand ..... 194  
Bank Bills, at 30 days' sight ..... 194  
Bank Bills, at 4 months' sight ..... 194  
Credits, at 4 months' sight ..... 194  
Documentary Bills 4 months' sight ..... 194

ON PARIS:—  
Bank Bills, on demand ..... 229  
Credits, at 4 months' sight ..... 233

ON GERMANY:—  
On demand ..... 185

ON NEW YORK:—  
Bank Bills, on demand ..... 444  
Credits, at 60 days' sight ..... 451

ON BOMBAY:—  
Telegraphic Transfer ..... 1354  
Bank, on demand ..... 136

ON CALCUTTA:—  
Telegraphic Transfer ..... 1354  
Bank, on demand ..... 136

ON SHANGHAI:—  
Bank, at sight ..... 748  
Private, 30 days' sight ..... 758

ON YOKOHAMA:—  
On demand ..... 824

ON MANILA:—  
On demand ..... 89

ON SINGAPORE:—  
On demand ..... 108

ON BATAVIA:—  
On demand ..... 108

ON HAIPHONG:—  
On demand ..... 14 1/2 pm

ON SAIGON:—  
On demand ..... 1 1/2 pm

ON BANGKOK:—  
On demand ..... 842

SOVEREIGN, Bank's Buying Rate ..... \$10.95  
GOLD LEAF, 100 fine, per oz. ..... \$57.20  
BAR SILVER, per oz. ..... 241

SUBSIDIARY COINS, per cent.

Chinese ..... 20 cents pieces ..... \$6.38 discount  
Chinese ..... 10 " ..... \$6.90 " " "  
Hongkong ..... 20 " ..... \$5.89 "  
Hongkong ..... 10 " ..... \$6.14 "

## SHARE LIST—QUOTATIONS. HONGKONG, JUNE 15TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTAS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1885, sellers \$286.10/
National Bank of China, Limited	99,925	27	26	\$80, buyer
China Borneo Company, Limited	60,000	\$12	all	\$9
China Light and Power Company, Limited	50,000	\$5	all	\$15.50/
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$7, sellers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 83.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$4, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 47.
Leow-Kung-Mow C. Spinn. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 57.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22.
Dairy Farm Company, Limited	40,000	\$72	60	\$2 1/2, buyers
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	\$48, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$33, buyers
New Amoy Dock Co., Limited	10,000	\$64	all	\$74, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 62.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85.
Forwick & Co., Limited	18,000	\$25	all	\$44.
Green Island Cement Co., Limited	400,000	\$10	all	\$320, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$219.
Hongkong Electric Co., Limited	60,000	\$50	all	\$213.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$116, sales
Manila Metropole Hotel Limited	8,000	\$25	all	\$75, sales
Manila	15,000	Rs. 10	all	\$11, sellers
Hongkong Ice Company, Limited	50,000	\$10	all	\$180, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$17, buyers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$74, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$180.
China Fire Insurance Co., Limited	20,000	\$100	all	\$119.
China Traders Insurance Co., Limited	24,000	\$33.33	all	\$106.
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$327 1/2, buyers
North-China Insurance Co., Limited	10,000	\$15	all	\$812, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$200, @ Ex 75 [sales]
Yangtze Insurance Association, Limited	12,000	\$100	all	\$933, buyers
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$62, sellers
Humphreys' Estate and Finance Co., Ltd.	160,000	\$10	all	\$55, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$22, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94.
West Point Building Co., Limited	12,500	\$50	all	\$47.
MINING.—				
Société Française des Charb'ges du Tonkin	16,000	Rs. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	400,000	\$1	all	\$2 1/2, sellers
Peak Tramways Co., Limited	50,000	\$10	all	\$124.
Philippines Co., Limited	75,000	\$10	all	\$78 1/2, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$119, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$109, buyers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11, sales & sel.
Douglas Steamship Co., Limited	29,000	\$50	all	\$30 1/2, buyers
Hongkong, Canton & Macao S.B.C., Ltd.	80,000	\$15	all	\$16, sel. 1/2, [sel. 1/2, 16.10]
Indo-China Steam Navigation Co., Ltd.	60,000	pref. \$25	all	66, sel. 1/2, [sel. 1/2, 16.10]
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$24.
Star Ferry Company, Limited	10,000	\$10	all	\$152.
South China Morning Post, Limited	6,000	\$25	all	\$22.
Steam Laundry Company, Limited	20,000	\$5	all	\$64.
TOBACCO AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	89, buyers
Wm. Powell, Limited	15,000	\$7	all	85, buyers
Watkins, Limited	10,000	\$10	all	85, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	85, ex div.
Weissmann, Limited	3,000	\$10	all	812, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900	ordy. \$10	all	\$10.
Union Waterboat Co., Limited	100 fenders	\$10	all	\$300.
Union Waterboat Co., Limited	50,000	\$10	all	\$62.
RUBBER.—				
Para Rubber in London	... Daily Win	... ...	... 4/3 per lb., steady	
Loans	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 757,200	Tls. 250	7/8 p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

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